

ORIGINAL

Decision No. 80424

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation  
into the rates, rules, regulations,  
charges, allowances, and practices  
of all common carriers and highway  
carriers relating to the transpor-  
tation of petroleum and petroleum  
products in bulk (commodities for  
which rates are provided in  
Minimum Rate Tariff 6-A).

Case No. 5436  
Petition for Modification  
No. 117  
(Filed March 8, 1972)

Richard W. Smith and A. D. Poe, Attorneys at Law,  
and H. F. Kollmyer, for California Trucking  
Association, petitioner.  
Cleo Evans, for Evans Tank Line, Inc.; John W.  
Telfer, for Telfer Tank Lines, Inc.; Edward J.  
Dunne and Richard Cantlay Jr., for Western  
Gillette, Inc.; Richard N. Coledge, for  
Pacific Intermountain Express Co.; Glen B. Green,  
for Lang Transportation Corp.; W. J. Willis, for  
Hitchcock Transportation Co.; and William J.  
Collinge, for Allyn Transportation Co.,  
respondents.  
Warren P. Mayhugh, for Mobil Oil Corp., protestant.  
Robert L. McCue, for Atlantic Richfield Company;  
Dennis S. Reeves, for Shell Oil Company;  
L. G. Hubbard, for Douglas Oil Company; Glen R.  
Baker, for Union Oil Company of California; and  
M. J. Nicolaus, for Western Motor Tariff  
Bureau, interested parties.  
Everest A. Benton and Frederick W. Foley, for the  
Commission staff.

# O P I N I O N

Minimum Rate Tariff 6-A (MRT 6-A) names rates and rules for the transportation of petroleum and petroleum products in bulk in tank vehicles by petroleum contract carriers. By this petition, California Trucking Association (CTA) seeks increases in the rates to offset labor increases incurred since the rates were last adjusted.

Public hearing was held on the petition on May 4, 1972, at San Francisco before Examiner Turpen. Evidence was presented by a representative of CTA. Members of the Commission staff assisted in developing the record. A representative of Mobil Oil Company opposed the proposed increase.

The rates involved were last adjusted by Decision No. 78629, dated May 4, 1971, to reflect wage costs in effect as of July 1, 1971. The record shows that since that date there have been wage increases in the basic hourly wage of 68 cents per hour as of July 1, 1972, in increments effective January 1, and July 1, 1972. The testimony of the CTA witness shows that these wage cost increases require an average increase in the rates of 8-1/2 percent to maintain the same level of profit for the carriers.

A representative of Mobil Oil Company, in Exhibit 117-6, urged that any increase ordered by the Commission in this proceeding should be limited to offsetting direct labor cost increases and that no increase should be ordered to provide for indirect expense increases or for additional profit.

The Commission staff representative urged that the maximum increase should be limited to 5-1/2 percent as that is what had been allowed in other proceedings this year. In this connection it should be pointed out that those increases referred to by the staff included only those rate increases affected by wage increases as of January 1, 1972, and not the ones involved as of July 1, 1972, whereas the wage increases involved here include both those of January 1 and July 1, 1972.

In other similar proceedings (Decision No. 80235, Case No. 5432, Pet. 655 and Decision No. 80283, Case No. 5441, Pet. 241), we have determined that under present conditions the increases in minimum rates should be no greater than that required to offset labor cost increases without provision for additional profit. The same conclusion is appropriate herein. It appears that the cost studies and rate proposal submitted by the petitioner, modified to the extent

indicated above, reasonably reflects the effect of cost increases experienced by the carriers involved in this transportation and that the rates should be increased accordingly.

We find as follows:

1. The last general adjustment in the minimum rates and charges was made by Decision No. 78629 (supra), which reflects carrier wage costs in effect on July 1, 1971. Carriers engaged in the transportation of petroleum products in tank vehicles have incurred increased costs, principally increased wage costs, since that date. Decision No. 78629 (supra), authorized interim increases in rates to reflect increased carrier wage costs effective July 1, 1971. Collective bargaining agreements between Teamster Union employees and tank truck operators provided for further increased wages and fringe benefits as of January 1, 1972 and July 1, 1972.

2. The minimum rates and charges in MRT 6-A will be deficient and unreasonably low to the extent said rates and charges do not reflect added costs resulting from increased wage costs effective January 1, 1972 and July 1, 1972.

3. The cost study presented in evidence as Exhibit 117-1 modified as indicated reasonably measures the impact of the increased costs of transporting petroleum products in tank trucks which will be in effect on July 1, 1972.

4. The proposed rates and charges set forth in Exhibit 117-3 modified as indicated reasonably reflect the costs of transportation of petroleum products which will be in effect on July 1, 1972. The increases resulting in the adoption of said rates are justified and average approximately 7.7 percent.

5. To the extent that the provisions of MRT 6-A have been found to constitute reasonable minimum rates and rules for common carriers defined in the Public Utilities Code, said provisions as hereinafter adjusted will be reasonable minimum rate provisions for said carriers. To the extent that the existing rates and charges of said common carriers for the transportation of petroleum and petroleum

products in tank vehicles are less in volume or effect than the minimum rates and charges herein designated as reasonable for said carriers, to the same extent the rates and charges of said carriers are hereby found to be, now and for the future, unreasonable, insufficient and not justified by the actual rates of competing carriers or by the costs of other means of transportation.

6. Pursuant to Rule 23.1 provisions of the Commission's Rules of Procedure:

- (a) The increases of 7.7 percent in rates which are ordered herein apply to rates which the Commission has heretofore established as minimum rates for the transportation of petroleum and petroleum products within California by for-hire highway carriers as defined by the Commission in reasonably efficient circumstances.
- (b) Said rate increases are cost-justified and do not reflect future inflationary expectations.
- (c) Said rate increases are the minimum required to assure continued, adequate and safe service by carriers engaged in for-hire highway transportation of petroleum and petroleum products.
- (d) The dollar amount of the increased revenue which the increases in rates are expected to provide the carriers collectively is about \$2,515,000.
- (e) Said rate increases are not sufficient to return to the carriers increases in operating costs which the carriers have experienced and which are not reflected in present minimum rates; hence, said rate increases:
  - (1) Will not result in an increase in earnings which the Commission has heretofore determined to be the minimum required to maintain adequate and safe transportation for the public.
  - (2) Will not increase the carriers' overall rate of return on capital.
- (f) The evidence does not establish that there are carriers available who are willing and capable of providing service at the existing rates.

We conclude that Petition No. 117 in Case No. 5436 should be granted. Minimum Rate Tariff 6-A should be amended to incorporate therein the rates found reasonable herein to become effective October 7, 1972.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 6-A (Appendix A of Decision No. 67154, as amended) is further amended by incorporating therein to become effective October 7, 1972 the revised pages listed in Appendix A also attached hereto, which pages and appendix by this reference are made a part hereof.

2. Tariff publications required or authorized to be made by common carriers as a result of the order herein shall be filed not earlier than the effective date of this order and may be made effective not earlier than the tenth day after the effective date of this order, on not less than ten days' notice to the Commission and to the public; such tariff publications as are required shall be made effective not later than October 7, 1972; and as to tariff publications which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date hereof.

3. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to Decision No. 67154, as amended, are hereby directed to establish in their tariffs the increases necessary to conform with the further adjustment ordered herein.

4. Common carriers maintaining rates on a level other than the minimum rates for transportation for which rates are prescribed in Minimum Rate Tariff 6-A are authorized to increase such rates by the same amounts authorized for Minimum Rate Tariff 6-A rates herein.

5. Common carriers, in establishing and maintaining the rates authorized hereinabove, are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent

necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

6. In all other respects said Decision No. 67154, as amended, shall remain in full force and effect.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 29<sup>th</sup> day of AUGUST, 1972.

Vernon L. Lutz  
President  
William J. Lutz  
Paul M. Lutz  
Edward L. Lutz  
Commissioners

I dissent  
Edwards, Commissioner

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APPENDIX A TO DECISION NO 80421

LIST OF REVISED PAGES TO MINIMUM RATE TARIFF 6-A

AUTHORIZED BY SAID DECISION

FIFTH REVISED PAGE 12

NINTH REVISED PAGE 16

TENTH REVISED PAGE 17

TWELFTH REVISED PAGE 20

NINTH REVISED PAGE 21

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SECOND REVISED PAGE 22-A

SEVENTH REVISED PAGE 32

EIGHTH REVISED PAGE 33

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ELEVENTH REVISED PAGE 37

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TENTH REVISED PAGE 39

(END OF APPENDIX A LIST)

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">COLLECTION OF CHARGES</p> <p>1. Except as otherwise provided in this item, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>2. Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges to those who undertake to pay them, such persons herein being called debtors, for a period not to exceed 7 days, excluding Sundays and legal holidays other than Saturday half-holidays. When the freight bill covering a shipment is presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following delivery of the freight. When the freight bill is not presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following the presentation of the freight bill. (See Exception)</p> <p>3. Where the carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill. (See Exception)</p> <p>4. Freight bills for all transportation and accessorial charges shall be presented to the debtors within 7 calendar days from the first 12 o'clock midnight following delivery of the freight. (See Exception)</p> <p>5. Debtors may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills. (See Exception)</p> <p>6. The mailing by the debtor of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p> <p>57. When the shipper has elected to use the monthly or yearly provisions of Item 510 in this tariff, carrier shall bill and collect, within seven days after the start of the transportation, a prepayment of \$3,720.00 of the charges accumulated under the provisions of Items 510, 511 and 512, as follows:</p> <p>(a) On monthly tender, such prepayment shall be deducted from the total charges accumulated during such tender, subject to the following:</p> <p>(1) When the same shipper elects to use the same unit of carrier's equipment for a subsequent monthly tender beginning within 24 hours, such prepayment shall not be deducted and shall be considered the required prepayment for said subsequent tender.</p> <p>(b) On yearly tender, such prepayment shall be deducted from the total charges accumulated during the final calendar month of such tender.</p> <p>8. When alternative rail carload rates are applied under the provisions of Items 80 and 90 of this tariff, carriers may relinquish possession of freight in advance of payment thereon and extend credit in the amount of said charges to those responsible for payment for period of five days (120 hours) beginning at 12 o'clock midnight of the day delivery is accomplished.</p> <p>EXCEPTION.—Not applicable in connection with alternatively applied rail carload rates assessed under the provisions of Items 80 and 90 of this tariff.</p>	5120
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SECTION 1--RULES	ITEM
<p style="text-align: center;">DEMURRAGE OR DETENTION CHARGES</p> <p>1. A charge of \$3.05 for each one-quarter hour, or fraction thereof, shall be assessed for the time carrier's equipment is detained through no fault of the carrier to complete loading or unloading in excess of the free time specified in paragraphs (a), (b) or (c).</p> <p>(a) Applies only in connection with transportation of commodities in RATE GROUPS A, B, C, D, E and F as described in Item 30.</p> <p>(1) One hour free loading and one and one-half hours free unloading time shall be allowed.</p> <p>(b) Applies only in connection with the transportation of commodities in Rate Group G.</p> <p>(1) One and one-half hours free loading and two hours free unloading time shall be allowed.</p> <p>(c) Applies only in connection with transportation of commodities in Rate Group H. (See Note)</p> <p>(1) One hour free loading time and two hours free unloading time shall be allowed.</p> <p>2. Applies only in connection with the spreading of commodities in Rate Group H. (See Note)</p> <p>(a) A charge of \$4.40 for each one-quarter hour, or fraction thereof, shall be assessed for the time carrier's equipment is detained through no fault of the carrier to complete spreading in excess of the free time specified in paragraph (1).</p> <p>(1) Two hours free unloading time shall be allowed.</p> <p>NOTE.--When shipper or consignee orders load to be delivered at a specifically designated time and carrier has its equipment at destination point at designated time, free time will commence at the time designated for delivery.</p>	260
<div style="display: flex; justify-content: space-between;"> <div>           Change Increase         </div> <div>           Decision No.         </div> </div> <div style="text-align: center; font-size: 24pt; margin-top: 10px;">80424</div>	
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<div style="display: flex; justify-content: space-between;"> <div>Correction</div> <div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</div> </div>	

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">LOADING AND/OR UNLOADING OF EQUIPMENT</p> <p>1. The rates and charges contained in this tariff include the furnishing by carrier, without extra charge, a maximum of one length of cargo hose equipped with coupling for use in loading and/or unloading the shipment. (See Note 1).</p> <p>2. Provided that a specific request is made prior to dispatch of equipment from the carrier's terminal to load, the following special equipment will be provided at the charges shown:</p> <ul style="list-style-type: none"> <li>(a) Except as provided in paragraph 3, no more than 5 lengths of cargo hose in addition to that provided in accordance with paragraph 1 will be furnished at an extra charge of \$2.50 per length, except for the first additional length of hose for which no additional charge shall be made. (See Note 1)</li> <li>(b) Except for the service of spreading as provided for in Item 240, rates provided in this tariff do not include pumping service when rendered with carrier's equipment. When pumping service is performed by the carrier, a charge of 1-3/4 cents per 100 pounds will be made computed on the basis of the total billed weight of the shipment (subject to Note 3).</li> <li>(c) Special fittings and/or nozzles will be furnished by carrier without extra charge, subject to such equipment being on hand and available.</li> </ul> <p>3. In the event that carrier is not notified of the need for special equipment as provided in paragraph 2 prior to dispatch of equipment from its terminal to load or in the event that shipper requests a total of more than 6 lengths of hose (See Note 2) the extra equipment provided for in paragraph 2 will be furnished at the charges provided for therein plus the following additional charges for pickup and delivery of the extra equipment:</p> <ul style="list-style-type: none"> <li>(a) \$5.60 per hour or fraction thereof will be assessed for driver of pickup and delivery equipment, with such time to be computed from the time that driver is dispatched from carrier's terminal until his return thereto.</li> <li>(b) 12 cents per mile will be assessed for actual vehicle mileage traveled in effecting pickup and delivery of the extra equipment provided for in paragraph 2. Said mileage shall include but not be limited to all mileages traveled to and from carrier's terminal.</li> <li>(c) Carrier will furnish shipper with an itemized record showing hours and mileage upon which charges are based.</li> </ul> <p>4. In no event shall any provisions of this item be construed to supersede or to be in lieu of provisions otherwise specifically provided for in this tariff.</p> <p>NOTE 1.--A length of cargo hose shall be not less than 12 feet nor more than 20 feet in length.</p> <p>NOTE 2.--The furnishing by carrier of more than 6 lengths of cargo hose shall be subject to such extra hose being on hand and available.</p> <p>NOTE 3.--When in conjunction with a shipment on which spreading service has been provided, a portion is pumped off into storage, charges for pumping service shall be computed only on that portion of the shipment actually pumped off to storage.</p>	\$170
<div style="display: flex; justify-content: space-between; align-items: center;"> <div>           Change Increase         </div> <div style="border-left: 1px solid black; padding-left: 10px;">           Decision No.         </div> <div style="font-size: 24pt; font-weight: bold;">80424</div> </div>	
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SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">SHIPMENTS DIVERTED OR STOPPED IN TRANSIT FOR WEIGHING OR FOR PARTIAL LOADING OR UNLOADING</p> <p>1. Charges for shipments which, at request of consignor or consignee, or for any other reason beyond the control of the carrier, are either diverted or stopped in transit for weighing or for partial loading or unloading shall be computed at the rate applicable from point of origin to the point where delivery is completed via each of the points where diversion occurs or where weighing (either loaded or empty) or partial loading or unloading is performed. (Subject to Notes 1, 3, 4, 5, 6, 7 and 8)</p> <p>2. Charges for shipments which, at request of consignor or consignee, or for any other reason beyond the control of the carrier, are either diverted or stopped in transit for weighing or for partial loading or unloading shall be computed at the mileage rate based on 50% of the mileage applicable from point of origin to return thereto via each of the points where diversion occurs or where weighing (either loaded or empty) or partial loading or unloading is performed. (Subject to Notes 2, 3, 4, 5, 6, 7 and 8)</p> <p>NOTE 1.--The provisions of Paragraph 1 will apply only on shipments where charges are based on a mileage of less than 50 constructive miles and/or when a geographical order of pickup or delivery is specified by the shipper or consignee which results in a higher through mileage than that incurred via the shortest mileage route.</p> <p>NOTE 2.--The provisions of Paragraph 2 will apply only on shipments which are not subject to the provisions of Paragraph 1.</p> <p>NOTE 3.--Charges for shipments of Crude Oil transported under the provisions of Item 450 shall be computed at the highest rate provided to any point where diversion occurs or delivery is performed.</p> <p>NOTE 4.--Shipments shall be subject to an additional charge of \$10.40 for each stop in transit to partially load or unload, and of \$2.00 for each stop to obtain weights (either loaded or empty).</p> <p>NOTE 5.--Provisions herein contemplate that carrier's equipment shall not stand by awaiting diversion instructions for a period of time in excess of one-half hour. Any such time in excess of one-half hour shall be construed to be excess unloading time and charges for at the rates provided in Item 160.</p> <p>NOTE 6.--A diverted shipment is one for which either a consignee, destination point, or both are changed after departure from the point of origin. In no event shall a return shipment be construed as a diverted shipment.</p> <p>NOTE 7.--Shipments diverted or stopped in transit for weighing or for partial loading or unloading shall be subject to applicable mileage rates computed from origin to ultimate destination via point or points of diversion or stop in transit, whether or not the entire movement occurs within a group. Applicable mileage shall be determined from the current Distance Table. The group basing points named in Item 300 will not apply; except that in all cases wherein the first point of origin or the last point of destination is located within a group, mileage shall be computed from or to the basing point of the group in which said point is located. Two constructive miles shall be added for each point in excess of one located within a single metropolitan zone.</p> <p>NOTE 8.--This item shall not apply on any shipment where weighing is performed by shipper or consignee at scales located at either point of origin or destination.</p>	<p>\$220</p>
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<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p>	

Correction

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">SHIPMENTS RETURNED</p> <p>§1. Charges upon a shipment or a portion of a shipment returned to point of origin shall be computed for such return on actual gallonage at one-half of the rate applicable on the outbound movement, subject to a minimum charge of \$30.15 and further subject to a flat additional charge of \$6.10 (Subject to Notes 1, 2 and 4)</p> <p>§2. The provisions of Paragraph 1 will also apply to the return of contaminated shipments which are not in carrier's possession at time of tender, subject to an additional charge of \$9.50, said charge to be in addition to all other applicable charges and subject to Note 3.</p> <p>§NOTE 1.--Shipments shall be subject to an additional charge of \$10.40 for each stop in transit to partially load or unload.</p> <p>NOTE 2.--Except as otherwise provided in Paragraph 2, applies only on shipments or portions of shipments which have not been unloaded from carrier's equipment.</p> <p>NOTE 3.--The provisions of Paragraph 2 apply only on shipments or portions thereof loaded at the precise destination point of the outbound shipment for return to the plant from which they were originally shipped.</p> <p>NOTE 4.--Within the meaning of this item, a return shipment shall also include a shipment which is returned to point of origin for any reason before it has reached its original billed destination with the charges on such a shipment being computed on the return from the actual point where the return commenced rather than from the original billed destination.</p>	§225
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Correction

SECTION 1--RULES (Continued)		ITEM																		
<p style="text-align: center;">SPREADING</p> <p>(Applies only in connection with transportation of commodities named in Rate Group H.)</p> <p>§1. The service of spreading commodity named in Rate Group H shall be performed at the rate of 11½ cents per 100 pounds, computed on the basis of the weight spread. This rate includes only services of a driver of carrier's equipment. Charges for extra labor shall be computed under the provisions of Item 250.</p> <p>§2. The minimum spreading charge per load shall be \$47.00 for each load transported in connected tank vehicles, and \$40.70 per single tank vehicle.</p>		§240																		
<p style="text-align: center;">ACCESSORIAL SERVICES</p> <p>When carrier performs any accessorial or incidental service which is not authorized to be performed under rates named in this tariff, and for which a charge is not otherwise provided, additional charges shall be assessed as follows:</p> <table><tr><td></td><td colspan="2" style="text-align: center;"><u>Charge in Cents</u></td></tr><tr><td></td><td style="text-align: center;"><u>For First</u></td><td style="text-align: center;"><u>For Each Additional</u></td></tr><tr><td></td><td style="text-align: center;"><u>30 Minutes or</u></td><td style="text-align: center;"><u>15 Minutes or</u></td></tr><tr><td></td><td style="text-align: center;"><u>Fraction Thereof</u></td><td style="text-align: center;"><u>Fraction Thereof</u></td></tr><tr><td>a) For Driver, Helper or Other Employee, per Man</td><td style="text-align: center;">\$480</td><td style="text-align: center;">\$240</td></tr><tr><td>b) For Unit of Equipment</td><td style="text-align: center;">94</td><td style="text-align: center;">47</td></tr></table> <p>The charge for unit of equipment shall apply whenever the accessorial or incidental service requires its use, or whenever the unit of equipment is inactivated by reason of its driver or helper being engaged in such service.</p> <p>When in response to shipper's request carrier supplies special equipment, accessories, or accessorial services not otherwise specified in this tariff, in connection with transportation which is performed subject to the rates named in this tariff, a reasonable charge therefor shall be made by the carrier against the shipper. In no event shall the charge be less than the cost of such equipment and/or service.</p> <p>Extra labor furnished in connection with the transportation of commodities named in Rate Group H, other than driver of carrier's equipment, shall be charged for at the rate of \$9.70 per man per hour, subject to a minimum charge of 8 hours. An additional charge of \$2.50 per hour or fraction thereof shall be added to the above charge for time spent spreading.</p>			<u>Charge in Cents</u>			<u>For First</u>	<u>For Each Additional</u>		<u>30 Minutes or</u>	<u>15 Minutes or</u>		<u>Fraction Thereof</u>	<u>Fraction Thereof</u>	a) For Driver, Helper or Other Employee, per Man	\$480	\$240	b) For Unit of Equipment	94	47	§250
	<u>Charge in Cents</u>																			
	<u>For First</u>	<u>For Each Additional</u>																		
	<u>30 Minutes or</u>	<u>15 Minutes or</u>																		
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a) For Driver, Helper or Other Employee, per Man	\$480	\$240																		
b) For Unit of Equipment	94	47																		
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SECTION 1--RULES (Concluded)	ITEM		
<p style="text-align: center;">CONNECTING TO MOBILE ROAD MIXERS</p> <p>(Applies only in connection with transportation of Asphalt or Road Oil.)</p> <p>A charge of 04½ cents per 100 pounds shall be made for service of connecting carrier's equipment to mobile road mixers.</p>	#260		
<p style="text-align: center;">INTERNAL CARGO TANK CLEANING</p> <p>1. A cleaning charge as specified in paragraph 3 shall be assessed on shipments containing any of the following commodities (see Exception):</p> <table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top;">           Absorption Oil,            Belt Oil,            Compression Oil,            Cordage Oil,            Floor Oil,            Grease, Ade,            Grease, Lubricating,            Grease, NOS,            Harness Oil,            Leather Oil,            Lubricating Oil,            Miners' Oil,            Miners' Oil Stock,            Neatsfoot Oil,            Oil, NOS,         </td><td style="vertical-align: top;">           Paraffine Wax,            Petroleum or Petrolatum,            Preparations, including            Cosmoline, Densoline,            Litholine, Petroleum Jelly,            Petrolina or Vaseline,            Petroleum Fatty Acid or            Naphthenic Acid,            Putty Oil,            Soap Oil,            Tanners' Oil,            Tobacco Oil,            Transformer Oil,            Wax, NOS,            Wax Tailings,            Wool Oil.         </td></tr> </table> <p>2. On all other commodities a cleaning charge as specified in paragraph 3 shall be assessed when cleaning services are requested by the shipper.</p> <p>3. For the service of internal cargo tank cleaning, a charge of \$15.00 shall be made for each unit of equipment.</p> <p>EXCEPTION.--Cleaning charge herein provided shall not apply unless cleaning service is performed subsequent to transportation of the shipment.</p>	Absorption Oil, Belt Oil, Compression Oil, Cordage Oil, Floor Oil, Grease, Ade, Grease, Lubricating, Grease, NOS, Harness Oil, Leather Oil, Lubricating Oil, Miners' Oil, Miners' Oil Stock, Neatsfoot Oil, Oil, NOS,	Paraffine Wax, Petroleum or Petrolatum, Preparations, including Cosmoline, Densoline, Litholine, Petroleum Jelly, Petrolina or Vaseline, Petroleum Fatty Acid or Naphthenic Acid, Putty Oil, Soap Oil, Tanners' Oil, Tobacco Oil, Transformer Oil, Wax, NOS, Wax Tailings, Wool Oil.	270
Absorption Oil, Belt Oil, Compression Oil, Cordage Oil, Floor Oil, Grease, Ade, Grease, Lubricating, Grease, NOS, Harness Oil, Leather Oil, Lubricating Oil, Miners' Oil, Miners' Oil Stock, Neatsfoot Oil, Oil, NOS,	Paraffine Wax, Petroleum or Petrolatum, Preparations, including Cosmoline, Densoline, Litholine, Petroleum Jelly, Petrolina or Vaseline, Petroleum Fatty Acid or Naphthenic Acid, Putty Oil, Soap Oil, Tanners' Oil, Tobacco Oil, Transformer Oil, Wax, NOS, Wax Tailings, Wool Oil.		
<div style="display: flex; align-items: center;"> <div style="margin-right: 20px;">             Change )              Increase )           </div> <div>             Decision No. <span style="font-size: 1.5em; margin-left: 20px;">80424</span> </div> </div>			
EFFECTIVE			
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		

SECTION 3--DISTANCE RATES In Cents per 100 Pounds										ITEM	
Rates in this item will not apply to transportation for which rates are specifically provided in other items in this section.											
Column 1--Rates apply on commodities named in Rate Groups A, B, C, D, E and I Column 2--Rates apply on commodities named in Rate Group F Column 3--Rates apply on commodities named in Rate Group G Column 4--Rates apply on commodities named in Rate Group H											
See Item 30 for description of commodities named in Rate Groups.											
See Item 40 for application of rates from or to points in Territorial Groups.											
See Item 150 for application of rates between points within the same Territorial Group.											
MILES		RATES				MILES		RATES			
Over	But Not Over	1	COLUMNS 2 3 4			Over	But Not Over	1	COLUMNS 2 3 4		
0	5	8	6½	10	11½	150	160	36	33	55	43
5	10	8½	7	11	12	160	170	38	34	58	45
10	15	9½	8	12½	12	170	180	40	37	60	47
15	20	9½	9	14	12½	180	190	41	39	64	50
20	25	10½	9½	16	13½	190	200	43	41	66	52
25	30	12	11	17	14	200	220	46	44	72	56
30	35	13	12	18½	15	220	240	51	47	77	60
35	40	14	13	20	16½	240	260	54	51	82	64
40	45	15	14	21½	10	260	280	58	54	88	69
45	50	16	15	23	19	280	300	62	57	94	73
50	60	18½	16½	26	20½	300	325	66	61	102	77
60	70	20	18	29	23	325	350	71	65	109	82
70	80	21½	20	32	25½	350	375	75	69	116	88
80	90	23	21½	35	27½	375	400	80	74	123	93
90	100	25	23	38	29½	400	425	86	78	129	98
100	110	26½	25	40	32	425	450	91	82	135	103
110	120	28	26½	43	34	450	475	96	87	141	108
120	130	30	28	46	37	475	500	102	91	148	114
130	140	32	29½	49	39	500--See Note		6½	5½	7	6½
140	150	34	31	52	41						
NOTE.--For distances over 500 miles, add to rate for 500 miles the following rates for each 25 miles or fraction thereof: (a) Columns 1 and 4--6½ cents per 100 pounds. (b) Column 2--5½ cents per 100 pounds. (c) Column 3--7 cents per 100 pounds.											
80424 o Increase, Decision No.											
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA											
Correction											

SECTION 3--SPECIAL COMMODITY RATES In cents per 100 pounds			ITEM
ASPHALT, NATURAL, BY-PRODUCT OR PETROLEUM. (See Note 1)			
From	To (See Note 2)	orates (Minimum Weight, 100,000 Pounds)	
Group 6 (as described in Item No. 300)	Oceanside	22½	
	Escondido	26½	
	San Diego	27	
	Mission Gorge	30	
	Otay	31	
	Lakeside	31	
<p>NOTE 1.--Rates in this item apply only to shipments:</p> <p>(a) tendered on one bill of lading, which are picked up at a single point of origin and delivered to a single point of destination, at carrier's convenience, within a single 24-hour period; and</p> <p>(b) having point of destination at permanent storage facilities within the described areas; and</p> <p>(c) subject to the provision that, when through no fault of the carrier, delivery of the total quantity tendered is not made within the period specified in paragraph (a), mileage rates under Item 400 will apply.</p> <p>NOTE 2.--</p> <p>OCEANSIDE --Includes all points and places located within the city limits of Oceanside, and the plant of Southcoast Asphalt Company located approximately 3 miles east of the intersection of State Sign Route 78 and U.S. Interstate Highway 5.</p> <p>ESCONDIDO --Includes all points and places located within the city limits of Escondido.</p> <p>SAN DIEGO --Includes all points and places located within Metropolitan Zones 307, 308, 309 and 310 as described in Section 2-A of the Distance Table and includes points and places within two miles of the intersection of Miramar Road and U.S. Highway 395.</p> <p>MISSION GORGE --Includes all points and places located within a 2-mile radius of the junction of Mission Gorge Road and Bell Road.</p> <p>OTAY --Includes all points and places located within a 2-mile radius of Main Street and Boyer Way in Otay.</p> <p>LAKE SIDE --Includes all points and places located within a 2-mile radius of the junction of Slaughterhouse Canyon and State Sign Route 67.</p>			6410
Change ) Increase ) Decision No.			80424
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Correction			



SECTION 3--SPECIAL COMMODITY RATES (Concluded)  
In cents per 100 pounds

ITEM

PETROLEUM CRUDE OIL, as described in Item 30.

Column A rates apply for transportation when consignor's facilities do not permit loading, or consignee's facilities do not permit delivery, 24 hours per day.

Column B rates apply only for transportation when consignor's facilities permit loading, and consignee's facilities permit delivery, 24 hours per day.

See Items 310 and 320 for description of Crude Oil Groups.

BETWEEN AND Crude Oil Groups	CRUDE OIL GROUPS									
	A		B		C		D		E	
	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B
A	7½	6½								
B	8½	7½	7½	6½						
C	14	10½	10½	8½	7½	6½				
D	16	12½	14½	11	9½	7½	7½	6½		
E	12½	9½	11	9½	9½	8	11½	8½	7½	6½
F	8½	7½	9½	7½	11	9½	14½	11	9½	7½
G	11½	9½	8½	7½	8	7	10½	8½	10½	8½
H	14½	11	12½	9½	9½	7½	12½	9½	9½	8
I	11½	9½	8½	7½	10½	8½	14½	11½	13	10½

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BETWEEN AND Crude Oil Groups	CRUDE OIL GROUPS							
	F		G		H		I	
	Column A	Column B	Column A	Column B	Column A	Column B	Column A	Column B
F	7½	6½						
G	9½	8	7½	6½				
H	10	8½	9½	8	7½	6½		
I	11½	9½	8	7	10½	8½	7½	6½

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SAN FRANCISCO, CALIFORNIA.

SECTION 4--VEHICLE UNIT RATES	ITEM												
<p style="text-align: center;">DAILY VEHICLE UNIT VOLUME TENDER RATES</p> <p>The rates in this item will apply for the transportation of all commodities except commodities named in Rate Group II, as described in Item 30, and those commodities requiring pressurized equipment from any origin points to points of destination located within 250 miles of the first point of origin when performed subject to and in accordance with the provisions of Items 520 and 521.</p> <p>The provisions of this item apply only when, prior to the transportation of the property, the shipper has requested verbally or in writing that the transportation be performed under the provisions of this item and charges are prepaid, providing that if requested verbally the shipper shall place a confirming written request in the United States mail the same day as verbally requested. (For form of agreement, see Item 520.)</p> <p style="text-align: center;">RATES (Vehicle Unit Rates)</p> <p style="text-align: right;">Per Day</p> <p>The basic charge per equipment unit shall be (see Note 1)----- \$40.00</p> <p style="text-align: center;">PLUS</p> <p>an additional charge of \$9.05 per hour (see Notes 2, 3 and 4) or \$.37 per mile, whichever produces the higher total charge, for all time that a driver or drivers are assigned to operate the vehicle. <span style="float: right;">\$500</span></p> <p style="text-align: center;">PLUS</p> <p>an additional charge per mile of:</p> <table border="0" style="width: 100%;"> <tr> <td>First 50 miles-----</td><td style="text-align: right;">\$.25</td></tr> <tr> <td>Next 100 miles-----</td><td style="text-align: right;">\$.22½</td></tr> <tr> <td>Over 150 miles-----</td><td style="text-align: right;">\$.20</td></tr> </table> <p>NOTE 1.--No allowance shall be made to the shipper for any nonproductive or lost time except that if the unit of equipment is inoperable for a period exceeding four hours in any day awaiting replacement or repair, the calendar period shall be extended for any such time exceeding four hours.</p> <p>NOTE 2.--In the event that a driver is unable to complete a shipment because of an excess of hours of service and must layover on route as required by law, a charge of \$6.30 per hour, minimum 8 hours, will be assessed in addition to all other time that a driver or drivers are assigned to operate the vehicle.</p> <p>NOTE 3.--Subject to a minimum charge based on 20 hours for each engagement that a driver or drivers are assigned to operate the vehicle.</p> <p>NOTE 4.--If equipment includes bottom loading capability or pumps or meters, the following additional charge shall be assessed per day:</p> <table border="0" style="width: 100%;"> <tr> <td>Per meter-----</td><td style="text-align: right;">\$2.50</td></tr> <tr> <td>Per pump-----</td><td style="text-align: right;">\$1.00</td></tr> <tr> <td>Per tank with bottom loader-----</td><td style="text-align: right;">\$2.00</td></tr> </table>	First 50 miles-----	\$.25	Next 100 miles-----	\$.22½	Over 150 miles-----	\$.20	Per meter-----	\$2.50	Per pump-----	\$1.00	Per tank with bottom loader-----	\$2.00	
First 50 miles-----	\$.25												
Next 100 miles-----	\$.22½												
Over 150 miles-----	\$.20												
Per meter-----	\$2.50												
Per pump-----	\$1.00												
Per tank with bottom loader-----	\$2.00												
<div style="display: flex; justify-content: space-between; align-items: center;"> <div>             of Change }              of Increase }           </div> <div>             Decision No. <span style="font-size: 1.2em; font-weight: bold;">80424</span> </div> </div>													
EFFECTIVE													
<div style="display: flex; justify-content: space-between;"> <div>Correction</div> <div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</div> </div>													

SECTION 4--VEHICLE UNIT RATES (Continued)		ITEM
INCENTIVE UNIT VOLUME TENDER RATES (Continued) (Items 510, 511 and 512)		
	<div>Monthly Tender</div> <div>Yearly Tender</div>	
Subject to the provisions of Paragraphs 1 and 2 in Item 510 an additional charge (see Exception) shall be assessed computed on the period of tender elected per hour (see Notes 1 and 2) or \$5.32 per mile on monthly tender or \$5.31 per mile on yearly tender, whichever produces the higher total charge, for all time that a driver or drivers are assigned to operate the vehicle. -----\$8.95 \$8.85		
EXCEPTION: Will not apply to any period of time for which charges are made under the provisions of Paragraph 5, Item 520.		511
NOTE 1.--In the event that a driver is unable to complete a shipment because of an excess of hours of service and must layover enroute as required by law, a charge of \$8.95 per hour, minimum 8 hours, will be assessed in addition to all other time that a driver or drivers are assigned to operate the vehicle.		
NOTE 2.--Subject to a minimum charge based on 20 hours for each day that a driver or drivers are assigned to operate the vehicle.		
NOTE 3.--All charges under yearly tender shall be assessed on a calendar month basis.		
(Continued in Item 512)		
Change ) Increase ) Decision No.		80424

SECTION 4--VEHICLE UNIT RATES (Continued)	ITEM
<p style="text-align: center;">VOLUME TENDER QUALIFICATIONS (Applies only in connection with items making reference hereto.) (Items 520 and 521)</p> <p>1. Each engagement shall commence at time of arrival of carrier's equipment at point of origin and shall terminate at the expiration of the calendar period requested in advance by the shipper or when released by the shipper within the requested calendar period, provided that the engagement shall not be deemed to be terminated until carrier's equipment is returned or charges are paid for return of carrier's equipment to the first point of origin of the engagement.</p> <p>2. As used in Section 4, the following definitions of calendar periods shall apply:</p> <p>(a) DAY means 24 consecutive hours.</p> <p>(b) MONTH, when used in connection with monthly tenders, means 30 consecutive days.</p> <p>(c) YEAR means 12 consecutive calendar months.</p> <p>3. As used in Section 4, "unit of carrier's equipment" means any power unit, tank trailer or tank semitrailer, or any combination of such highway vehicles operated together as a single unit. It also includes any of such vehicles used in the replacement of the unit of carrier's equipment, or a portion thereof, which has become inoperable while engaged in transportation under this item.</p> <p>4. Mileages applicable in connection with this item shall be actual mileages, and shall include all miles operated for any purpose during the period of engagement.</p> <p>5. Charges for time used in excess of the calendar period requested shall be computed as follows: (1) At the rate of \$10.10 per hour or fraction thereof plus 30 cents per mile until delivery of the product is completed; (2) At the rate of 45 cents per mile for return of equipment from the point of final delivery to the first point of origin of the engagement. Said charge based on actual mileage shall apply whether or not carrier's equipment is physically returned to first point of origin of the engagement.</p> <p>6. The mileage charge contained in Item 511 will apply for all miles required to exchange drivers at other than the first point of origin.</p> <p>7. Carrier will provide internal cargo tank cleaning if requested by the shipper during any volume tender period subject to an additional charge of \$15.00 for the cleaning of each unit of carrier's equipment. In addition thereto, carriers will also assess the applicable mileage and hourly charges set forth herein.</p> <p style="text-align: right;">(Continued in Item 521)</p>	4520
<p>6 Change ) o Increase ) Decision No. <b>80424</b></p>	
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